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The Daily Press.

HONGKONG, AUGUST 27TH, 1908

It is rather more than twelve months since the Government issued its notice that all Hongkong subsidiary coinage received in accordance with law by Government Departments would be melted down and sold, so as to reduce the amount in circulation to that required by the necessities of business in the Colony. This policy has had some small effect on the subsidiary coinage evil, for the rate of discount on the Hongkong coins has been dropping, though the fall cannot be regarded as a heavy one. Hongkong 20-cent pieces are now quoted at 6-30 per cent discount as against 7-78 per cent on Chinese 20-cent pieces, and Hongkong 10-cent pieces are quoted 8-85 per cent discount against 8-40 per cent for the Chinese coin. This gradual appreciation in value of the Hongkong subsidiary coins is certainly satisfactory, but, until the Government is prepared to shut out the Chinese coin, it can benefit nobody but the Government and perhaps the money changers. The futility of the hope of getting the Chinese authorities to reduce the output of the Canton Mint is evidenced in the translation our Canton correspondent gives today of a communication made by the officials of the Finance Department to the Viceroy. It appears that the British Minister in Peking has again been urging on the Wai-wu-pu the necessity for temporarily stopping operations at the Canton Mint, and the report of the financial authorities of Canton on the subject is absolutely opposed to the proposal. The promise given last year that the output should be reduced by 8,000 taels

worth of subsidiary coins a month is shown to have been broken. There was, they say, a demand for these coins and they met it, despite the promise given to the British Minister; and now, in regard to Sir JOHN JORDAN's second request, the Canton financial authorities dispute His Excellency's premises in the matter and stand out against compliance with the request. It is perfectly clear, therefore, that if the subsidiary coinage evil is to be corrected in Hongkong, the Government must go the length of restricting the importation of Chinese coins, and absolutely forbidding the circulation of Chinese coins in the Colony. Merely to warn the public that Chinese coins are worth so much less than Hongkong coins is obviously insufficient while the subsidiary coinage in circulation in the Colony appears to be four-fifths Chinese. Past experience has proved how futile it would be to recommence minting with a view to providing the Colony with an adequate supply. Of the 40 million dollars worth of these coins put into circulation by the Government, enough, presumably, remains somewhere to cover the need of the Colony ten times over. As it is they were issued they disappeared out of the Colony when the output of the Canton Mint was insufficient to meet the demand for subsidiary coinage in Kwangtung province; and if the Hongkong Government were still to go on minting, we would not retain the coins in the Colony so long as people were left as free to utter Chinese coins as they are now.

It is clear that we cannot look for much amelioration as a result of any effort on the part of the Canton Mint authorities. Their reply to Sir JOHN JORDAN's request is a naive and instructive comment on the whole question. The controllers of the Mint take no account of the fact that the Hongkong Government has not only ceased to mint any more subsidiary coin, but is retaining and melting down what is being paid into the Treasury, in order to rehabilitate its subsidiary coinage. What the Canton authorities say is: "Our coins are demanded by the public and if we restrict the output they will draw supplies from Hongkong." Even now when the discount on subsidiary coin is as high as it is, the minting at Canton is apparently profitable, and the controllers of the Mint are evidently strongly disinclined to sacrifice the profits in the general interests of trade. They profess not to see that a depreciated coinage is a tax on trade and commerce, and they do not even recognise that depreciation is the result of overproduction. So long as such abysmal ignorance prevails in regard to elementary facts like these and while the controllers of the Mint are permitted to disregard a promise when it is given to a Foreign Minister, it must be confessed there is little to be hoped for by the Hongkong Government in the way of co-operation. We can hardly believe, however, that the Board of Finance in Peking will be impressed by the views advanced against the adoption of Sir JOHN JORDAN's suggestion, but should the Board decide to temporarily stop the minting of subsidiary coins at Canton, it is to be hoped that the promise will be honourably fulfilled.

Two rinks of the police bowlers visit the bowling green at Cosmopolitan Dock on Saturday afternoon and play the home men.

The young men, McBride and Wilson, who swam from Kowloon Dock to Statue Wharf on Monday did the distance in one hour and eight minutes.

Dr. Kahne, in the report of the Tungku Medical Missionary Hospital, draws attention to the abuse of ginger and oil in South China. They are used as "antispasmodics" by nearly every woman.

During the six months since the conclusion of the immigration restriction agreement between Japan and America the number of Japanese emigrants to America decreased by 2,429 in comparison with that of the corresponding period of the previous year.

In the Philippines, according to the "Manila Times," a loss of pesos 618,554 must be faced by the Customs during the present fiscal year, as this represents last year's collections on opium, and at a conservative estimate this would have been the amount taken had the prohibition of the drug not been made law.

An interesting horse deal was before Mr. C. J. Saunders at the Singapore District Court, last week, when Mr. A. Franzen sued the Hon. Mr. John Anderson for \$350 for alleged breach of warranty and misrepresentation in respect of a horse. Judgment was given for the defendant with costs.

Singapore papers yesterday's mail contain a report that the Eastern Extension Telegraph Company's cable ship *Patrol* is ashore near the Straits of Pulo Laut. During the past few weeks the Eastern Extension Telegraph Company have been engaged in cable work off the coast of Borneo, and the *Patrol* left Singapore with cables and other material aboard. What occasioned the mishap has not been disclosed.

Malaria is again prevalent on the Rialto Works especially at Tai-po. No fewer than ten European cases are at present under treatment in the Government Civil Hospital.

In the Marine Magistrate's Court yesterday before the Hon. Commander Basil Taylor, R.N., Harbour Master, Captain G. L. M. Willoughby, master of the Government steamer "Stanley" charged Rudolf Hatz, master of the German s.s. "Hilary," with unlawfully allowing rubbish to be thrown from his ship at 11 a.m. on Tuesday. Defendant denied the charge, which was eventually proved, and a fine of \$80 was imposed.

The report of the Tungku Medical Missionary Hospital and Polytechnic for the year 1907 affords interesting reading. In April last year the work with out-patients was commenced. As many as 13,458 visits were registered giving an average of 104 patients for each of the 126 consultation days. In September the whole building was opened. 395 patients have been treated in the wards. They were under the care of Dr. Eich and Dr. Baumann. Dr. Kahne reports on the Polytechnic and Rev. H. Klase on the evangelistic work.

In the Japanese Department of Finance the Tariff Revision Investigation Committee is now much occupied in drafting the new Customs tariff which is to be revised in 1911. The Committee has a paragraph stating that according to a member of the committee, the Treasury has no intention of raising the tariff rates in any remarkable degree. In fact, the new tariff rates will be fixed on the basis of the tariff which was put in force in October, 1906, and which was compiled in anticipation of the forthcoming revision of the tariff in 1911. There will, therefore, be no remarkable change between the new tariff and that in force.

The police are still in difficulties over the number of undesirable who are at present being handed on to them. Yesterday 72 from Saigon, sent on by the Indo-China authorities for non-payment of poll tax and other police reasons, and four from Singapore were encamped on the Station Compound in addition to 27 remaining of the big batch whose arrival we chronicled two days ago. It was a curious sight to see them being fed yesterday. A Scotch policeman, whistling a Gaelic air, went amongst the crowd distributing chop sticks while thechow was brought along in baskets and dispensed by the men in charge. Several women and children were among the number but, like the men, they seemed practically impervious to the inconveniences of the weather.

An interesting story of how a drunken man was responsible for the discovery of a theft was told at the Police Court yesterday. Coming down Lascar Road one night this week in an intoxicated condition he espied a man carrying a parcel which contained underclothing. Not knowing what he was doing the drunken man stopped the other and demanded "halves." Naturally the other declined and a district watchman hearing the demand for halves thought that it was a case of thieves having fallen out and he promptly arrested both and took them to the Police Station. There it was ascertained that the clothing had been obtained on a forged order and another man was arrested. The drunken man was charged with being drunk and incapable and the other two have to meet a charge of obtaining goods by false pretences.

An interesting point is raised in the report of the Tungku Medical Missionary Hospital. Dr. Kahne remarks "it is much to be desired that we medical missionaries know more than we usually do about the Chinese art of healing. If we cannot lose much time over their complicated and groundless theories, let us at least know the names and the action of the drugs they have used for thousands of years. A well-educated Chinese pondering over this, said that the utter neglect of their drugs was a great obstacle to their accepting ours. I know the reply which will be given me—How can we get drugs the action of which we ignore? Could not the Medical Missionary Association in Shanghai undertake the systematic study of the most important drugs? If nobody is found, could not the Association, as such, send an appeal to any scientific body at home or in America trying to find some pharmacologist ready to spend some years doing research work? If nobody comes we can at least send plants and specimens home asking for communications?"

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 26th at 11.51 a.m.—The barometer has fallen moderately at the mouth of the Yangtze, and risen considerably over the 3. Locals, slight increase of pressure has taken place also over S. China, Formosa and the Philippines. The typhoon is situated to the E.S.E. of Guntai. It appears to be moving towards N.N.W. at present.
A slight depression is moving Eastwards in the N.E. part of the Sea of Japan. Pressure remains high over the Pacific to the E. of Japan. Moderate S.W. winds may be expected in the Formosa Channel and moderate variable winds along the Northern shores of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.14 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood. Variable winds, moderate, then S.W. winds, moderate.
Formosa Channel. Same as No. 1.
South coast of China between Hongkong and Formosa. Same as No. 1.
South coast of China between Hongkong and Hainan. Same as No. 1.

TELEGRAMS.

[REUTER'S SERVICE].

THE RUSSIAN NAVY.

LONDON, August 24th.

The Russian Government have adopted plans of a Hamburg firm for the construction of new battleships of twenty thousand tons displacement, 21½ knots speed, and armed with twelve inch guns.

WIRELESS TELEPHONY.

LONDON, August 24th.

Mr. De Forrest who has engaged the Eiffel Tower has now secured the use of a tower in New York, 680 feet high, as the American terminal for wireless telephony, not telegraphy as at first reported.

HOLLAND AND VENEZUELA.

LONDON, August 24th.

Holland, replying to Venezuela, insists on Venezuela rescinding various decrees harmful to trade at Curacao.

MOROCCO.

LONDON, August 24th.

Mulai Hafid has been proclaimed Sultan at Tangier amid popular rejoicing. While it is expected that France will continue her policy in Morocco regardless of the change of Sultans, the French Governmental organs agree that Mulai Hafid cannot be recognized until a new European conference has met and consented to conclude an agreement with him.

MACEDONIA.

LONDON, August 24th.

Great Britain has taken no steps to recall the British gendarmes officers in Macedonia, preferring to await the conclusion of a unanimous international agreement.

THE LATE COLONEL MARTIN.

Lieutenant-Colonel Henry Martin, of Hongkong, and formerly of Sandgate, Kent, of the Royal Army Medical Corps, principal medical officer at Hongkong, who saw service in the South African War, and who died in Japan whilst fishing, elder son of the late Ven. Henry John Martin, Archdeacon of Lindisfarne, of Beadnell, Northumberland, left estate of the gross value of £10,302, with net personality of £2,072.

AUSTRALIA AND THE CHINESE.

The Prime Minister of Australia has approved of a regulation under the Immigration Restriction Act to prevent Chinese from being queued into the Commonwealth on the plea that they are returned immigrants. Safeguards will be observed. Four mounted photographs, two of the profile and two full face, will have to be supplied. Chinese going abroad with intent not to bring with them, or to introduce into the Commonwealth, any relative who is not possessed of an unexpired or unrevoked certificate exempting him or her from the provisions of paragraph A of section 3 of the above Act; and I also undertake and intend not to be directly or indirectly privy to the bringing to or introduction into the Commonwealth of any such relative.

ROUND THE WORLD RACE.

The first of the competitors in the round-the-world automobile race promoted by the "Matin" reached Paris on the 26th ult. at 3 p.m. It was the German Protos car, with Lieutenant von Koppes, of the German Army, who left Berlin two days previously and had an uneventful run to Paris. The contest has long since degenerated into a race of attrition and little enthusiasm was shown on the arrival of the German car. Flying the German flag, the Protos car halted first in the Place de la Concorde, opposite the headquarters of the Automobile Club. Thence von Koppes's arrival seemed to be unexpected, for none of the members of the committee which organized the race were on the spot to receive him.

A peculiar situation has arisen in connection with the race and the finish of the German car. It was carried across the Rocky Mountains by rail, and from the Pacific was shipped direct to Vladivostok, so that until the remaining competitors in the race have finished it will be impossible to decide whether the Protos car has obtained a place.

FIRE INSURANCE IN JAPAN.

The warehousing companies of Tokyo, Yokohama, Kobe and other places are now greatly irritated, the *Japan Gazette* says, at the attitude of the five great Japanese fire insurance companies, namely the Meiji, the Nippon, the Tokyo, the Yokohama and the Kyodo, which have announced that the insurance rates will be raised on and after December 1st. For example, the new rate on fertilizers will be more than double the present charge, that on cotton more than three times and that on general merchandise from 10 to 30 per cent. The warehousing companies are of opinion that such extraordinary high rates are not only unbearable at a time like the present, when business depression is prevailing all over the country, but will also effect the development of commerce and industry. Some of the warehousing companies have gone so far as to cancel their contracts with the Japanese insurance companies and have turned renewed to the foreign insurance companies. On the other hand, the Japanese fire insurance companies hold that in consequence of the recent great fires in the country they have incurred great loss and that unless the present rates be raised they will be unable to run the business properly. It is stated that the insurance money paid by the warehousing companies in the above mentioned places amounts to about ¥50,000 or ¥60,000 every month, including ¥18,000 paid in Tokyo and Yokohama.

SUPREME COURT.

Wednesday, August 26th.

IN SUMMARY JURISDICTION.
Before Mr. H. H. J. GOMPERTZ (ACTING
PRESIDENT JUDGE).

CONSENTED TO JUDGMENT.

The Kung Yan Sang firm sued Tsang King to recover \$400 due on a promissory note.

Mr. E. J. Grist (of Messrs. Wilkinson and Grist) appeared for the plaintiff, and Mr. A. Holborow (of Messrs. Deacon, Looker and Deacon) for the defendant.

When the case was called and plaintiff did not appear. Mr. Grist said—I think he must be in the other Court, or perhaps has gone to the Police Court.

His Lordship—Why should he go there? Mr. Grist—They are so ridiculous, these people. They always go to the wrong place. I would ask your Lordship to adjourn the case until this afternoon.

Mr. Holborow—I think I am entitled to costs for coming here this morning.

Mr. Grist—I will ask your Lordship to adjourn that question.

Mr. Holborow—I was hoping the plaintiff would be here. I am willing to consent to judgment, but on terms.

His Lordship—Why cannot you go into that now?

Mr. Holborow—I am quite prepared. The defendant asks if my friend will grant him two weeks' time to pay. In other cases where he was ordered, Tsang King has always kept his promise.

Mr. Grist—I cannot agree. There is a balance due from a case a few weeks ago.

Mr. Holborow—That was paid on Saturday.

His Lordship—I will give judgment, with a stay of execution for a fortnight.

Mr. Grist—I cannot consent to that. This writ was issued on August 15th, and there is no reason why my client should not be entitled to interest. If the defendant will consent to pay interest at the usual rate from the date of execution of the writ I am prepared to consent to a stay of execution for a fortnight, with liberty to apply. Otherwise all sorts of things might happen: somebody else might put in execution, or he might run away.

Defendant's solicitor consented, and his Lordship gave judgment for the plaintiff, execution to be stayed for a fortnight.

LOCAL SPORT.

TEAM RACE.

The team race held at the V.R.C. yesterday afternoon attracted considerable attention. The following four teams entered:

No. 1—A. A. Claxton (Capt.), P. M. Remedios, F. K. Tala, Mackie, H. Mathias, A. J. V. Ribeiro, and C. Cardeljo.
No. 2—C. J. Cooks (Capt.), E. C. Sayer, J. I. M. Lopes, M. A. Figueiredo, C. Banji, F. da Rosa, and U. Gallucci.
No. 3—C. O. Humphreys (Capt.), A. E. Alves, E. Humphreys, J. M. Rosa Pereira, C. A. Rodrigues, J. Forbes, and E. Gallucci.
No. 4—R. C. Wickell (Capt.), A. H. Carroll, A. V. Barros, A. S. Ellis, A. R. Ellis, E. M. O. Remedios, M. Banji.

It was soon observable that the race lay between Wickell and Claxton's teams. The swimmers in the former were slightly better, however, and on points Tala lost the race to the latter team. The best swim of the day was between Wickell and Remedios, and on this contest the race depended. Remedios got a slight start, a start scarcely worth mentioning, but Wickell, as is known, is one of the Colony's best swimmers, and after an excellent race he succeeded in beating Remedios in the last lap, the final ending in a win for Wickell's team, with Claxton's second and Humphreys' third.

WATER POLO.

A friendly water polo match followed between the V.R.C. and a team of Royal Engineers. The home team won after an excellent game, and strange to say, registered the same number of goals against their opponents as they did in two previous Shield matches namely 2 to 1.

WATER POLO SHIELD FINAL.

It has been arranged that the final in the Water Polo Shield Competition will take place on Wednesday next at six o'clock. The finalists are the V.R.C. and the Corinthian Yacht Club, and as previously mentioned, a good game is anticipated, the teams being rivals in last year's tournament. It is expected that His Excellency the Governor will attend to present the Shield.

DEATH OF MR. SANKEY.

A New York telegram announces that Ira David Sankey, the noted evangelist and singer, died on the 15th instant.

The deceased was born at Edinburgh, Lawrence County, Pa., August 23rd, 1840, and at the age of fifteen united with the Methodist Episcopal Church at New Castle, where he became choir leader, Sunday school superintendent and President of the Y.M.C.A. At the Indianapolis Y.M.C.A. International Convention in 1870, he first met Dwight L. Moody and became associated with him as a solo singer in evangelistic work in the United States and abroad, and of late years did a good deal of lecturing. He gave to New Castle as a free gift a Y.M.C.A. and public library building and also a building site to the Methodist Church there. He was the compiler of numerous Gospel Hymns, Sacred Songs and Solos, which were published in England and had a circulation of over fifty million copies, and have been translated into many languages. He was the composer of many of the most popular gospel songs of the day including "The Ninety and Nine" and "When the Minute Hand Rolled Away."

CANTON.

[FROM OUR CORRESPONDENT.]

August 25th.

SUPPRESSION OF ILLEGAL SOCIETIES.
The local Authorities have received the following Imperial Edict by cable:—

"This Imperial Edict is issued to inform you that I (Emperor) have recently heard that there are numerous societies established in both the Northern and Southern Provinces bordering the Sea Coast under the general name of Political Information Societies. Amongst these Societies there are many members who are prominent seditious criminals who under shelter of these societies get the people to subscribe large sums of money and form factions under the pretext of investigating the political and commercial affairs of the country, but in reality they are secretly scheming and inciting insurrections and creating trouble and generally design to disturb the peace of the public. If stern measures are not immediately taken to investigate and suppress these societies it is feared that they will corrupt and ruin the people. I have ordered the Board of Censors, Viceroy and Governors of all the Provinces, Generals in command of the armies, and the Prefect of Shun Tien to make rigid and minute inquiries and adopt stringent measures to suppress these societies. All officials are instructed to arrest and severely punish the members of these associations and not to look upon this as an unimportant matter as negligence on your part may result in involving the State in serious calamity. Respect this (Edict)."

The above edict refers to the Self-Government Society, Association for Protection of Chinese Rights, Investigation Society, and so forth, all of which only sprang up last year. They express freely their opinions on governmental matters and very often hamper the actions of the local authorities. Trouble was bound to crop up, for while nothing like representative government is as yet established, these so-called societies arrogate to themselves power to interfere in any and every matter, and they undoubtedly constitute a standing danger both to the countrymen and to foreigners. I mentioned the danger of the existence of these societies last year when they interfered with the West River Patrol question.

SUBSIDIARY COINS.

Recently the Board of Revenue at Peking sent a despatch to Viceroy Chang stating that the British Minister had requested them to order the Kwangtung Mint to cease for a time to coin subsidiary coins. On receipt of the despatch the Viceroy instructed the Provincial Treasurer, the Bureau of Local Affairs, and the official in charge of the Mint to consider the matter and report their opinions. The following is the gist of the report sent to the Viceroy:—

"The merchants and the people have long been accustomed to the use of the 20-cent coins. If we cease to mint these, then we have to look to foreign sources for a supply. The British Minister on the pretext of the interests of commerce has requested that the coining of them be stopped. Your predecessors have previously reported on this subject giving full particulars and substantial proofs. This year the British Minister has again taken up the subject and discussed it with the Wai-wu-pu. On the last occasion, with a view to prevent international complications, the Wai-wu-pu was reluctantly compelled to comply with the request of the Minister and ordered the (monthly) production of subsidiary coins to be reduced by 8,000 taels.

"As it was said that by stopping the minting of subsidiary coins the business of the merchants and the people would be facilitated we disregarded the question of profits accruing from the minting of the coins. We still found, however, that it was occasionally necessary to stamp several thousand dollars' worth of ten-cent coins, to meet the public and private business transactions of the Mint. As the people are so accustomed to the use of subsidiary coins we were compelled to mint a certain quantity above the usual limit so as to facilitate circulation and meet the demands for change for dollar coins.

"On the present occasion the British Minister has again requested that the minting of the subsidiary coins be stopped and has supported his request by saying that the premium on foreign banknotes is daily increasing 20, 30. But the fluctuation of premium on foreign banknotes really depends on the coining of subsidiary coins in the market, and has nothing to do with the amount of subsidiary coins minted. The British Minister does not appreciate the real condition of affairs, but simply puts the blame on the Kwangtung subsidiary coins. His Excellency's statement is not based on a full review of the facts. Moreover, the amount minted above the limit is only an additional sum of coins necessary to meet the payment of salaries of officials and soldiers and at times on account of insufficient subsidiary coins in the market required for the transaction of the business of the merchants."

THE FLOOD—JAPAN'S GIFTS.

It is reported that the Japanese Government has sent the following articles to the Viceroy in aid of the flood sufferers:—

7,100 rolls of cotton piece goods.
25,000 bottles of medicine (?).
7,000 cadies of flour.
10,000 tins of preserved cabbage.

The Viceroy gave instructions to the Commissioner of Customs to pass these goods free of duty. They arrived here by the s.s. "Kwang Sai" on the 24th instant.

The directors of the Grand Hotel des Wagons-Lits, Ltd., Peking, have been able to declare a dividend at the rate of 2 1/2 per cent, and carry over Tls. 340 to working account, paying also a small dividend on the Founders' Shares. The capital of the company is Tls. 243,950, with Tls. 100,000 in debentures at 7 per cent.

SHIPPING.

ARRIVALS.

AMIGO, German str., 700, Dresden, 26th Aug.
 Pochow and Helow 26th Aug., General
 Pochow & Co.
 CHITVEN, Chinese str., 1,171, C. Stewart, 26th
 Aug., Shanghai 21st Aug., General
 Chinese.
 DALIN MARU, Japanese str., 1,000, I. Sakurai,
 26th Aug., Tamsui via Amoy & Swatow
 25th Aug., General—Osaka Shosen Kaisha
 GLENOLIE, British str., 2,399, Larkins, 26th
 Aug.—Singapore 21st Aug., General
 Chinese.
 HAITAN, British str., 1,183, J. S. Rosch, 26th
 Aug.—Fochow August 23rd, Amoy
 24th and Swatow 25th, Tea and General—
 Douglas, Lapraik & Co.
 KHEMUN, British str., 2,060, Evans, 26th Aug.
 Tacoma, U.S.A. 2nd Aug., General—
 Butterfield & Swire.
 KUMICROW, British str., 20th Aug.—Canton.
 PHUMPHEN, British str., 1,065, Scott, 26th
 Aug.—Seigon 21st Aug., General—
 Chinese.
 PRIZE FISH FRIEDRICH, German str., 5,001,
 E. Malchow, 26th Aug.—Hamburg 16th
 July, and Singapore 22nd Aug., Mails
 and General—Melchers & Co.
 SRIA, British str., 7,000, D. C. Gregor, R.N.R.,
 26th Aug.—Yokohama August 17th, and
 Fochow 24th, General—P. & O. S. N. Co.
 YINGCHOW, British str., 20th Aug.—Canton.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.
 26th August.
 BRITISH, British str., for Shanghai.
 CHITVEN, Chinese str., for Canton.
 GILBERT, British str., for K. C. Waa.
 HAITAN, British str., for Hongkong.
 NICE, British str., for Shanghai.
 P. E. Friedrich, German str., for Shanghai.

DEPARTURES.

26th August.
 APHERODITE, British str., for Ocean Island.
 C. DIENBERG, German str., for Hongkong.
 CHITVEN, German str., for Hongkong.
 DEWAKOW, German str., for Hongkong.
 HINGANG, British str., for Saigon.
 HONGKONG, British str., for Swatow.
 KUMICROW, British str., for Swatow.
 KUMICROW, British str., for Keelung & Tacoma.
 MATHILDA KORNBER, Ger. str., for Sonrabaya.
 NORD, British str., for Singapore.
 PAKING, British str., for Singapore.
 P. R. LUTFOLD, German str., for Europe & Asia.
 SILBIA, Austrian str., for Singapore.
 SYLVIA, German str., for Singapore.
 SYLVIA, German str., for Singapore.
 TAKASAKI MARU, Japanese str., for Moji.
 TEINAK, British str., for Kobe.

SHIPPING REPORTS.

The British str. Phenomenon reports: Light
 variable winds and fine throughout.
 The British str. HAITAN reports: Light to
 moderate wind, calm sea and fine weather
 throughout.

VESSELS IN DOCK.

August 26th.
 ABERDEEN DOCKS.—Haitan.
 H.M.S. DOCKS.—Swatow, Laitan,
 H.M.S. Whiting, Juteputi, H.M.S. Robin.
 U.S.S. Albatross, Japan, Kijung.
 COSMOPOLITAN DOCKS.—Pocahontas, Iyo
 Maru.

VESSELS ON THE BERTH

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY,
 LIMITED.
 FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN."
 Captain Rosch, will be despatched for the above
 Ports TO-MORROW, the 28th inst., at 2 P.M.
 A reduction of 20 per cent. on First
 Class Fares to Fochow, will be made during
 the months of August and September.
 For Freight or Passage apply to
 DOUGLAS LARPAK & Co.,
 General Managers.
 Hongkong, 26th August, 1908. 1225

FOR SHANGHAI, YOKOHAMA AND
 KOBE.

THE Steamship

"JAPAN."
 Captain J. G. Offert, will be despatched for the above
 Ports TO-MORROW, the 28th inst., at 2 P.M.
 This steamer has superior accommodation
 for passengers, and is installed throughout with
 Electric Light, and carries a duly certified
 Doctor.
 For Freight or Passage, apply to
 DAVID, SASSOON & Co., Ltd.,
 Agents.
 Hongkong, 26th August, 1908. 1204

THE PENINSULAR AND ORIENTAL
 STEAM-NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,
 AUSTRALIA, INDIA, ADEEN, EGYPT,
 MEDITERRANEAN PORTS,
 PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
 BATAVIA, PERSIAN GULF, CONTINENTAL
 AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI."
 Captain J. D. Andrews, R.N.R., carrying
 His Majesty's Mails, will be despatched from
 this for Bombay & Co. on SATUR-
 DAY, the 28th September at Noon, taking
 passengers and cargo for the above port
 in connection with the Company's
 "Mongolia," 10,000 tons from Colombo
 passengers accommodation in which vessel is
 secured before departure from Hongkong.
 Silk and Valuables, all cargo for France ex-
 Tees for London (under arrangement) will be
 transhipped at Colombo into the mail steamer
 proceeding to Marseilles and London, and
 cargo for London, &c., will be conveyed
 from Bombay by the R.M.S. "Egypt," due
 in London on the 17th October, 1908.
 Parcels will be received at this Office until
 4 P.M. the day before sailing. The content
 and value of all packages are required.
 For further particulars, apply to
 F. J. ABBOTT,
 Acting Superintendent.
 Hongkong, 24th August, 1908.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k,"
 nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL.	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 5th Sept., at Noon.
LONDON, HAMBURG & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Cundy, R.N.R.	Shewan, Tomes & Co.	On 28th inst.
LONDON, HAVRE & ANTWERP	GLENOLIE	Brit. str.	—	T. Darke	McGREGOR BROS. & GOW	On 30th inst.
LONDON, ANTWERP & HAMBURG &c.	SPERZA	Ger. str.	k.w.	Kotze	HAMBURG-AMERICA LINE	About Middle of Sept.
HARVE & HAMBURG VIA STRAITS, &c.	AMERICA	Ger. str.	k.w.	Dietel	HAMBURG-AMERICA LINE	On 20th September.
HAVRE & HAMBURG VIA STRAITS, &c.	SILBIA	Ger. str.	k.w.	Schlagbaum	HAMBURG-AMERICA LINE	On 4th October.
MARSEILLES &c. VIA PORT-OF-CALL.	YARBA	Fr. str.	—	Seller	HAMBURG-AMERICA LINE	On 18th October.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SANUKI MARU	Jap. str.	—	K. Homma	MESSEGERIES MARITIMES	On 1st Sept., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AWA MARU	Jap. str.	—	A. Keith	NIPPON YUSEN KAISHA	On 16th Sept., D'light
MARSEILLES, HAVRE & COPENHAGEN	CAZAT	Dan. str.	—	Peter	MELCHERS & CO.	On 11th Sept.
MARSEILLES, ANTWERP & HAMBURG, &c.	SLAVONIA	Ger. str.	k.w.	Peter	SHAW, TOMES & CO.	On 19th Sept.
NEW YORK VIA PORTS & SUEZ CANAL.	INDUMATO	Am. str.	—	—	CANADIAN PACIFIC R. CO.	On 5th Sept., at 4 P.M.
VANCOUVER VIA HONGKONG, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 11th Sept., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	LENOX	Brit. str.	2 m.	—	NIPPON YUSEN KAISHA	On 1st Sept., at 4 P.M.
VICTORIA, B.C. & SEATTLE, WASH.	TYO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 14th Sept., at 4 P.M.
VICTORIA, B.C. & TACOMA VIA KEELUNG & JAPAN	INVERIC	Brit. str.	—	Boyd	DODWELL & CO., LTD.	On 2nd Sept., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	KAGA MARU	Jap. str.	1 m.	G. S. Laprak	NIPPON YUSEN KAISHA	On 2nd Sept., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	1 m.	G. W. Eddy	NIPPON YUSEN KAISHA	On 4th Sept., at Noon.
AUSTRALIAN PORTS VIA MANILA	MANILA	Jap. str.	—	T. Sekine	MELCHERS & CO.	On 10th Sept., at 5 P.M.
VLADIVOSTOK	NIRKO MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 2nd Oct., at Noon.
YOKOHAMA AND KOBE	LIUTANIA	Rus. str.	—	—	MELCHERS & CO.	On 3rd Sept.
KOBE & YOKOHAMA	TRANS QUEBEC	Brit. str.	—	—	DODWELL & CO., LTD.	On 15th Sept.
NAGASAKI, KOBE & YOKOHAMA	KAMAKURA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 4th Sept., at Noon.
JAPAN	NIRKO MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 2nd Sept., at Noon.
CHONGWANGTAO, JAPAN, AMERICA, &c.	TRIPAN	Fre. str.	—	Fander	JAVA-CHINA-JAPAN LINE	Quick despatch.
TIEN-TSIN VIA SWATOW, WEIHAWEI & CHEFOO	CHONGWANG	Brit. str.	1 m.	Y. McClymont-Liddell	JARDINE, MATHESON & CO., LD.	On 1st Sept., at 4 P.M.
TSINGTAI, CHEFOO & NEWCHANG	NANSHANG	Brit. str.	—	Kenne	MESSEGERIES MARITIMES	On 2nd Sept., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	ERNEST SIMONS	Fre. str.	—	Girard	HAMBURG-AMERICA LINE	To-day.
SHANGHAI, YOKOHAMA & KOBE	BRASILIA	Ger. str.	k.w.	Haase	OSAKA SHOSSEN KAISHA	On 29th inst., at Noon.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	CHOSHUN MARU	Jap. str.	2 k.	T. Swaga	DAVID SASSOON & CO., LTD.	About 28th inst.
SHANGHAI, YOKOHAMA & KOBE	JAPAN	Brit. str.	—	J. G. Offert	P. & O. S. N. Co.	About 3rd Sept.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NORE	Brit. str.	—	G. Phillips	NIPPON YUSEN KAISHA	On 8th Sept.
SHANGHAI	DEVANHA	Jap. str.	—	T. H. Bide, R.N.R.	HAMBURG-AMERICA LINE	On 10th September.
SHANGHAI, MOJI & KOBE	TONKI MARU	Jap. str.	—	M. Winckley	JARDINE, MATHESON & CO., LD.	On 31st inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	NANSANG	Brit. str.	1 m.	H. G. Walker	JAVA-CHINA-JAPAN LINE	On 2nd Sept.
SHANGHAI, YOKOHAMA, KOBE & MOJI	WINGSANG	Brit. str.	—	de Brouwer	OSAKA SHOSSEN KAISHA	On 30th inst., at 2 P.M.
SHANGHAI	TIENHAI	Dat. str.	—	Ijishi	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
ANPING VIA SWATOW & AMOY	SHOSHUN MARU	Jap. str.	1 m.	I. Sakurai	DOUGLAS LARPAK & CO.	To-morrow, at 2 P.M.
TAMUI VIA SWATOW & AMOY	DAIHIN MARU	Jap. str.	1 m.	Fraser	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
AMOY, NINGPO & SHANGHAI	YINGCHOW	Brit. str.	—	Rosch	BUTTERFIELD & SWIRE	To-day, at 9 A.M.
SWATOW, AMOY & FOCHOW	HAIXIN	Brit. str.	1 m.	G. Hooker	SHAW, TOMES & CO.	On 2nd Sept., at 4 P.M.
SWATOW, WEIHAWEI, CHEFOO & TIEN-TSIN	KUMICROW	Brit. str.	—	Spink	JARDINE, MATHESON & CO., LD.	On 4th Sept., at Noon.
PAKHOI & HAIPHONG	HUEN	Brit. str.	1 m.	R. Almond	SHAW, TOMES & CO.	On 5th Sept., at Noon.
MANILA	YAMING	Brit. str.	1 m.	A. W. Outerbridge	JARDINE, MATHESON & CO., LD.	On 1st Sept., at 3 P.M.
MANILA	YAMING	Brit. str.	—	T. Myrick	JARDINE, MATHESON & CO., LD.	On 12th Sept., at 3 P.M.
MANILA	ZAFIRO	Brit. str.	—	Rodger	NIPPON YUSEN KAISHA	Quick despatch.
CERU & LIOILO	KAITOPO	Brit. str.	k.w.	Mathias	JAVA-CHINA-JAPAN LINE	—
KUDAT & SANDAKAN	BORSEO	Ger. str.	—	P. Semblil	—	—
SINGAPORE, CALCUTTA & COLOMBO	ARCONIA	Rus. str.	—	—	—	—
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	E. J. Tadd	—	—
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Brit. str.	—	J. Hands	—	—
BOMBAY VIA SINGAPORE & COLOMBO	MOYOBI MARU	Jap. str.	—	P. J. van Emmerick	—	—
BATAVIA, CHERIBON, SAMARANG, &c.	TIENHAI	Dub. str.	—	—	—	—

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days
 Across the Pacific in the "EMPERESS LINE." Sailing 5 to 10 days Ocean Travel.
 12 DAYS YOKOHAMA TO VANCOUVER.
 21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration)	TELE. LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMPERESS OF JAPAN" 6,000	SATURDAY, 5th Sept.	26th Sept.
"LENOX" 3,700	FRIDAY, 11th Sept.	10th Oct.
"EMPERESS OF CHINA" 6,000	SATURDAY, 26th Sept.	17th Oct.
"MONTEAGLE" 6,163	SATURDAY, 3rd Oct.	27th Oct.
"EMPERESS OF INDIA" 6,000	SATURDAY, 17th Oct.	7th Nov.
"EMPERESS OF JAPAN" 6,000	SATURDAY, 7th Nov.	28th Nov.

* S.S. "LENOX" and "GLENFARG" are Freighters only and do not carry Passengers.
 "EMPERESS" Steamers will depart from HONGKONG at 4 P.M.
 S.S. "MONTEAGLE," "LENOX" and "GLENFARG" at 12 Noon.
 THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at
 SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE
 YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
 Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships,
 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
 Hongkong to London, 1st Class, via Canadian Atlantic Port or New York \$71.10
 Intermediate on Steamers 240. " 242.
 and 1st Class Railways.....
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing
 the American Continent by Canadian Pacific direct Line.
 J.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates
 affording superior accommodation for that class.
 Passengers booked through to all points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
 Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
 and Japan Governments.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
 D. W. GRADDOCK, General Traffic Agent for China,
 Corner Pedder Street and Prava, opposite Blake Pier.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STRAKERS	TO SAIL
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. MINNSEN	Thursday, 10th Sept., at 5 P.M.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SHMILL	Beginning of September.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
 MELOCHERS & CO.,
 GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 15th August, 1908.

NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the
 United States of America and Canada and also for the Principal Ports in Mexico
 and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA, B.C. AND TACOMA
 VIA
 KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU, AND
 YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
INVERIC	4,789	Boyd	About 20th September.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—
 DODWELL & CO., LIMITED,
 GENERAL AGENTS,
 QUEEN'S BUILDINGS.
 Hongkong, 27th August, 1908.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.
 FORTNIGHTLY SERVICE TO AND FROM EUROPE
 VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA
 SHANGHAI.

FOR	STRAKERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 31st Aug., P.M.
MARSEILLES VIA PORTS	"YARBA" Capt. Keller	On 1st Sept. 1 P.M.
SHANGHAI	"VILLE DE LA CROIX" Capt. Barillon	On 14th Sept. P.M.
MARSEILLES, &c.	"AUSTRALIEN" Capt. Veron	On 15th Sept. 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta,
 Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
 Through Tickets to London, via Paris, from 227 lbs. up to 271 lbs. 20 hours Railway
 from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
 Queen's Building.
 Hongkong, 19th August, 1908.

VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS
 LIMITED.

FOR LONDON, HAMBURG AND
 ANTWERP.

THE Steamship

"FLINTSHIRE."
 Capt. G. C. Cundy, R.N.R., will be despatched
 for the above Ports on SATURDAY, the
 29th August, 1908.
 Surgeon and Stewards carried.
 For Freight and Passage, apply to—
 SHEWAN, TOMES & Co.,
 Agents.
 Hongkong, 12th August, 1908. 1093

"GLEN" LINE OF STEAMERS

FOR LONDON, HAVRE AND ANTWERP

THE Steamship

"GLENROY."
 Captain T. Darke, will be despatched as
 above on SUNDAY, the 30th August.
 For Freight apply to—
 McLEOD, BROS. & GOW,
 Hongkong, 13th August, 1908. 1178

HIS BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 700 tons, 10 guns,
 3900 h.p., Comdr. C. T. Fuller, Weihaiwei
 Aetna, 2nd class cruiser, 4360 tons, 10 guns,
 7000 i.h.p., Captain F. E. C. Ryan,
 Colombo to recommission
 Bedford, British cruiser, Capt. S. E. Brakine,
 R.N., Weihaiwei
 Bramble, gunboat, 710 tons, 900 i.h.p., Lieut.
 Comdr. Hon. R. O. D. Bridgman, Wei-
 haiwei
 Britomart, gunboat, 710 tons, 900 h.p., Lieut.
 Comdr. F. B. Noble, Yangtze
 Cadmus, British sloop, 1070 tons, Comdr. E. L.
 Majendie, Hongkong
 Clio, British sloop, 1070 tons, Comdr. C. D.
 S. Raikes, Hongkong
 Fame, torpedo-boat destroyer, 310 tons, 5
 guns, 5700 h.p., Lieut-Comdr. Grosvenor,
 Weihaiwei
 Flora, 2nd class cruiser, 4360 tons, 10 guns,
 7000 i.h.p., Capt. Roland Nageat,
 Shanghai
 Handy, torpedo-boat destroyer 295 tons, 5 guns,
 4000 h.p., Lieut-Comdr. W. H. Darwall,
 Weihaiwei
 Hart, torpedo-boat destroyer, 295 tons, 5 guns,
 4000 h.p., Lieut-Comdr. G. C. Dickens,
 Weihaiwei
 Janus, torpedo-boat destroyer, 320 tons, 5 guns,
 3800 h.p., Lt-Comdr. C. A. Freeman,
 Weihaiwei
 Kent, armed, 9800 tons, 14 guns, 28000
 h.p., Capt. G. O. A. Marsden, Weihaiwei
 King Alfred, British cruiser, Flag-ship of
 Vice Admiral the Hon. Sir Hedworth
 Lambton, Commander in Chief, 14100 tons,
 Capt. L. Clinton-Baker, Weihaiwei
 Kinara, river gunboat, 618 tons, Lieut-Comdr.
 Sidney H. Tennyson, Yangtze
 Merlin, surveying ship, 1080 tons, 6 guns, 1400
 h.p., Comdr. F. H. Walter, Jessellon
 Monmouth, cruiser, 9800 tons, Capt. G. W.
 Smith, Weihaiwei
 Moorhen, river gunboat, 180 tons, 2 guns,
 Lieut-Comdr. G. C. Walcott, West River
 Nightingale, river gunboat, 85 tons, 240 h.p.,
 Lieut-Comdr. R. S. Roy, R.N., Yangtze
 Otter, torpedo-boat destroyer, 335 tons, 6 guns,
 6800 i.h.p., Paid off
 Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,
 Lieut-Comdr. J. White, Hongkong
 Sandpiper, river gunboat, 85 tons, 2 guns, 240
 h.p., Lieut-Comdr. H. R. Tickle, West
 River
 Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,
 Lieut-Comdr. H. Dixon, Yangtze
 Taku, torpedo boat destroyer, Bom. Strath,
 Hongkong
 Tamar, receiving ship, 1600 tons 6 guns,
 Rear Admiral Stokes, Hongkong
 Teal, river gunboat, 180 tons, 2 guns, Lieut.
 Comdr. H. R. Godfrey, Yangtze
 Thistle, gunboat, 710 tons, 900 h.p., Lieut.
 Comdr. H. T. Attlay, en route Weihaiwei
 Virago, torpedo-boat destroyer, 395 tons, 6 guns,
 6300 i.h.p., Lieut-Comdr. Stevenson,
 Weihaiwei
 Waterwitch, surveying ship, 620 tons, 450 i.h.p.,
 Lieut-Comdr. H. P. Douglas, Port Swet-
 tenham
 Whiting, torpedo-boat destroyer, 380 tons, 5
 guns, 5900 h.p., Lieut-Comdr. J. Kiddle,
 Hongkong
 Widgion, gunboat, 195 tons, 2 guns, 800 h.p.,
 Lt-Comdr. John F. Knox, Yangtze
 Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,
 Lieut-Comdr. H. R. V. Oestre, Dormer,
 Yangtze
 Woodlark gunboat, 150 tons, 550 h.p.,
 Lieut-Comdr. H. R. Livi, Yangtze

THE DIRECTORY AND CHRONICLE

FOR 1908

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NOBE and YOKOHAMA	Capt. G. Phillips	About 28th Aug.	Freight and Passage.
SHANGHAI	DEVANHA Capt. T. H. Higg, R.N.	About 3rd Sept.	Freight and Passage.
LONDON VIA USUAL PORTS (DELHI, CALCUTTA, COLOMBO, SINGAPORE, HONGKONG)	Capt. J. D. Andrews, R.N.	Noon, 5th Sept.	See Special Advertisement.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 24th August, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL	REMARKS
PAKHAI and HAIPHONG	"HUPH"	On 27th Aug., 9 A.M.	
SWATOW, WEIHAUW, CHEFOO and TIENTSIN	"KUEICHOW"	On 29th Aug., 4 P.M.	
AMOI, NINGPO and SHANGHAI	"YINGCHOW"	On 28th Aug., 4 P.M.	
CEBU and ILOILO	"KALPONG"	On 28th Aug., 4 P.M.	
MANILA	"TAMING"	On 2nd Sept., 4 P.M.	
MANILA ZAMBOANGA, THURE, DAY ISLAND, OOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transshipment for TSMANIA, NEW ZEALAND, ADELAIDE, BREMEN and PERTH	"CHANGSHA"	On 2nd Sept., 4 P.M.	
TSINGTAU, CHEFOO & NEWORWANG	"NANCHANG"	On 2nd Sept., 4 P.M.	

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

HONGKONG, CALOON, FAKES, SINGAPORE AND MANILA TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
Hongkong, 27th August, 1908.BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL	REMARKS
TIENTSIN VIA SWATOW, WEIHAUW & CHEFOO	"CHEONGSHING"	Saturday, 29th Aug., 4 P.M.	
SHANGHAI	"WINGSANG"	Monday, 31st Aug., Noon.	
MANILA	"YUENSANG"	Friday, 4th Sept., 4 P.M.	
SHANGHAI, YOKOHAMA, KOBE & NOBE	"NAMSANG"	Tuesday, 5th Sept., Noon.	
SINGAPORE, PENANG & CALOON	"LAISANG"	Tuesday, 1st Sept., 3 P.M.	
SINGAPORE, PENANG & CALOON	"FOOKSANG"	Saturday, 12th Sept., 3 P.M.	

RETURN TOURS TO JAPAN.

The steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe, these vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
Hongkong, 27th August, 1908.

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI VIA SWATOW, "CHOSHUN MARU"	Capt. T. SUGA	FRIDAY, 28th Aug., at 10 A.M.
AMOI & FOOCHOW	Capt. T. SUGA	SUNDAY, 30th Aug., at 10 A.M.
TAMUI VIA SWATOW, "DAIJI MARU"	Capt. I. SAKURAI	at 2 P.M.
AMOI & AMOI	Capt. I. SAKURAI	at 2 P.M.
ANPING VIA SWATOW, "SHOSHU MARU"	Capt. I. SAKURAI	WEDNESDAY, 2nd Sept., at 10 A.M.

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Fookchow, until further Notice.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Untroubled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 26th August, 1908.

T. ARIMA, Manager.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD	HOMeward
For SHANGHAI, YOKOHAMA & KOBE S.S. BRASILLIA	For Marseilles, Antwerp & Hamburg S.S. SLAVONIA
For SHANGHAI, YOKOHAMA & KOBE S.S. SILESIA	For Bremen, Antwerp & Hamburg S.S. SILESIA
For SHANGHAI, YOKOHAMA & KOBE S.S. SILESIA	For Bremen, Antwerp & Hamburg S.S. SILESIA
For SHANGHAI, YOKOHAMA & KOBE S.S. SILESIA	For Bremen, Antwerp & Hamburg S.S. SILESIA
For SHANGHAI, YOKOHAMA & KOBE S.S. SILESIA	For Bremen, Antwerp & Hamburg S.S. SILESIA

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 21st August, 1908.

EAST ASIATIC CO., LD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD, GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SINGAPORE, CALCUTTA & COLOMBO	"ALCONIA"	On 28th August.
VLADIVOSTOK	"LITVANIA"	On 3rd September.
M. A. BELLER	"HAYRE"	Middle of Sept.
C. C. BELLER	"CATHAY"	Middle of Sept.
YOKOHAMA and KOBE	"TRANSQUERAR"	On 15th September.

For Further Particulars, apply to
Hongkong, 24th August, 1908.MELCHERS & CO.,
AGENTS.

HONGKONG-NEW YORK AND BOSTON.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK AND BOSTON VIA PORTS
AND SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "INDRAMAYO"

For freight and further information apply to

SHEWAN TOMES & CO.,
GENERAL AGENTS.

Hongkong, 15th August, 1908.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon amidships. Electric Light. Perfect
Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 29th Aug., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 5th Sept., Noon.

For Freight or Passage apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 24th August, 1908.

CHARGEURS REUNIS

FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, China, Japan, (Peking, Tientsin) Kobe, Yokohama, Japan to Hongkong in 20 Days.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland via Vancouver.

Passengers to Overland and Europe via Vancouver.

YOKOHAMA to LONDON and PARIS 24 Days.

YOKOHAMA to LONDON and PARIS 24 Days.

HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

= QUESSANT	5th Sept.	= CEYLAN	26th Nov.
+ AMIRAL OUBRY	12th Oct.	= CORSE	14th Jan. 09

= New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single-berth Cabins.

+ Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, AGING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 26th August, 1908.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, and PORT SAID	"SANUKI MARU" Capt. K. Homma, Tons 6112	WEDNESDAY 2nd Sept. at Daylight
VICTORIA, B.C. and SEATTLE, WASH. via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	"IYO MARU" Capt. S. Ishikawa, Tons 6320	TUESDAY, 1st Sept. at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE	"KAGA MARU" Capt. G. S. Laprak, Tons 6371	TUESDAY, 15th Sept. at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	"YAWATA MARU" Capt. T. Sekine, Tons 3517	FRIDAY, 4th Sept. at Noon
BOMBAY, SINGAPORE, and COLOMBO	"NIKKO MARU" Capt. T. Harrison, Tons 3559	FRIDAY, 2nd Oct. at Noon
YOKOHAMA	"MOYORI MARU" Capt. J. Hand, Tons 3773	FRIDAY, 4th Sept., P.M.
YOKOHAMA	"KANAKURA MARU" Capt. H. Fraser, Tons 6126	FRIDAY, 4th Sept., P.M.
SHANGHAI, MOJI and KOBE	"TOMI MARU" Capt. M. Winkler, Tons 3412	WEDNESDAY, 9th September

Fitted with Marconi's System of Wireless Telegraphy.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 27th August, 1908.

T. KUSUMOTO,
MANAGER.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

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Head Office for the Far East:—
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HONGKONG.

Japan Office:—
14, WATER STREET,
YOKOHAMA.

SHIPPING IN PORT.

STEAMERS	DATE OF SAILING
ARNELL, British str., 2,433, Winsom, 24th August—Whampoa 23rd August, Ballast—Bradley & Co.	
BRASILIA, German str., 4,234, Schwinghammer, 24th August—Singapore 18th August, General—Hamburg-Amerika Linie.	
CHATHAM, British str., 2,316, A. J. Duff, 5th August—Callao 24th June—Chinese.	
CHOSHUN MARU, Japanese str., 1,204, Suruga, 24th August—Bangkok 10th August, Sugar—Butterfield & Swire.	
GILBERT, French str., 350, Douanoux, 24th August—K. C. Wan and Macao 24th Aug., General—Petroleum Asiatic Co.	
HAIGHING, British str., 1,2 6, W. C. Passmore, 12th Aug.—Fookchow Aug. 9th, Amoy 10th, Swatow 11th, General—Douglas, Laprak & Co.	
HANOF, French str., 742, Pannier, 25th Aug.—Haiphong and Heilow 24th Aug., General—A. E. Hardy.	
HUPH, British str., 1,205, G. J. Spink, 24th August—Haiphong August 20th, Pakhoi and Hoihow 23rd, Rice and General—Butterfield & Swire.	
IRO MARU, Japanese str., 3,918, S. Ishikawa, 23rd Aug.—Japan & Shanghai 20th Aug., General—Nippon Yusen Kaisha.	
JAPAN, British str., 3,803, J. G. Clifton, 23rd August—Calcutta via Straits Aug. 8th and Singapore 16th, General—David Sassoon & Co.	
KALPONG, British str., 987, Mathias, 22nd Aug.—Cebu and Iloilo 18th August, General—Butterfield & Swire.	
KORBA, American str., 5,651, Andrew Dixon, 19th August—San Francisco 23rd July and Shanghai 16th August, Mail and General—Pacific Mail Steamship Co.	
KOWLOON, German str., 1,720, A. E. E. 22nd August—Morona and Swatow 21st Aug., Beans—Hamburg-Amerika Linie.	
KURASHIWA, British str., 1,787, G. H. Baker, 23rd August—Chefoo 17th August, General—Butterfield & Swire.	
LAISANG, British str., 2,224, E. J. Tadd, 20th July—Calcutta July 6th, and Singapore 15th, General—Jardine, Matheson & Co.	
LAUSCHAN, German str., 2,056, Sperling, 25th Aug.—Moji 17th Aug., Coal—Jensen & Co.	
LENNOX, British str., 2,574, F. McNair, 24th August—Vancouver 27th July and Shanghai 20th August, General—C. F. E. Co.	
LOCHON, German str., 1,300, W. T. Baker, 25th August—Baker 17th August, Rice—Butterfield & Swire.	
LOONGONG, British str., 1,092, S. J. Payne, 24th August—Manila via Amoy 23rd Aug., General—Jardine, Matheson & Co.	
MACDUFF, British str., 1,223, O. E. Baroh, 17th August—London and Singapore 11th August, General—Dodwell & Co.	
MANILA, German str., 1,108, J. Minssen, 21st August—Sydney 30th July, General—Melchers & Co.	
MERCO, Chinese str., 1,333, Ericart, 22nd Aug.—Shanghai 18th Aug., General—Chinese.	
NORSE, British str., 4,178, G. Phillips, 25th August—London 18th July and Singapore 20th Aug., General—P. O. S. N. Co.	
ONSANG, British str., 1,737, F. Wheeler, 14th August—Moji 8th August, Coal—Jardine, Matheson & Co.	
PARLAT, German str., 1,018, J. Wenzel, 25th August—Swatow 17th August, General—Butterfield & Swire.	
QUARTER, German str., 1,852, H. Madson, 15th Aug.—Falo Fakum 8th Aug., Old Iroa Tanks—Sander, Weller & Co.	
RAJAHMUN, German str., 1,189, H. Bremer, 22nd August—Bangkok via Hoihow 15th August, Rice and Wood—Melchers & Co.	
RAYNAR, Norwegian str., 1,200, Augensen, 17th August—Rajong 10th August, Timber—Wallem & Co.	
RUBI, British str., 1,611, R. W. Almond, 24th August—Manila 22nd August, General—Shewan, Tomes & Co.	
SAMARANG, German str., 983, F. Schmidt, 24th August—Swatow 23rd August, General—Butterfield & Swire.	
SEITA, German str., 1,612, Deeler, 12th August—Wakamatsu 5th August, Coal—Stemssen & Co.	
SPIE, Norwegian str., 870, Horn, 18th August—Swatow 17th August, General—Aagaard, Thorsen & Co.	
STATHENDRICK, British str., 2,343, J. E. Stewart, 7th August—New York via Durban 26th May, Case Oil and General—Dodwell & Co.	
SWANLEY, British str., 2,908, W. E. Steele, 19th August—Ching-wan-tao 13th August—Gibb, Livingston & Co.	
TAISHAN, British str., 1,121, Lasing, 19th Aug.—Saigon 15th Aug., General—Bradley & Co.	
TIMARI, Dutch str., 2,479, J. Bouman, 22nd August—Batavia 27th July, and Macassar 14th August, General—Java-China-Japan Lijn.	
USINA MARU, Japanese str., 3,243, K. Hori, 26th August—Kobe and Moji 15th August, Coal and General—Mitsui Bussan Kaisha.	
VICTORIA, Swedish str., 989, Thor Ecker, 22nd Aug.—Kobe 15th Aug.—Aagaard, Thorsen & Co.	
YINGCHOW, British str., 1,216, Frazer, 24th August—Shanghai 20th August, General—Butterfield & Swire.	

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